Pere Marquette Railway

Canadian Division

Time Table No. 16

Effective Sunday, April 9th

AT 12.01 A. M. 1939
Eastern Standard Time

FORMER TIME TABLES MUST BE DESTROYED

This Time Table is in no case intended for the information of the public, or as an advertisement of the hours of any train; it is for the information of employees only.

Employees must provide themselves with copy of rules and regulations of the operating department, effective May 2nd, 1926.

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Vice-President,
DETROIT.

A. E. BADGER,
Gen'l Superintendent,
DETROIT.

A. J. MINARD,
Ass't Gen'l Superintendent,
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Westward Trains — ST. THOMAS and WALKERVILLE — Eastward Trains

SUBDIVISION NO. 1

45-ft. Car Room on Side Tracks	45-ft. Car Room on Passing T'ks.	Distance from Walkerville Station	SECOND CLASS					Time Table No. 16 Sunday, April 9th, 1939 Eastern Standard Time	SECOND CLASS					Location of Coal, Water, Turn Tables, Wyes, Track Scales	Telegraph Stations
			59	57	55		17		18	52	56	58	54		
			S. C. 5	B.D.M.1	B.D.C.1		Mixed Mail & Exp's.		Mixed Mail & Exp's.	C.D.F.2	C.D.F. 6	M. S. 4	C.D.F. 4		
			Daily	Daily	Daily		Daily Except Sunday	STATIONS	Daily Except Sunday	Daily	Daily	Daily	Daily		
94	.....	126.55	.....	.....	.....	.....	.....	Lv....ST. THOMAS JCT.....Ar	.....	.....	.....	.....	.....	CWTYO	D N
			PM	AM	AM			0.93		AM	PM	PM	PM		
576	.....	125.62	6 00	5 30	12 45	.....	.....	Talbot Yard	.....	8 00	3 00	8 00	10 30	.....	P
								2.61							
10		123.01	6 10	5 35	12 50	.....	.....	Middlemarch	.....	7 55	2 55	7 55	10 25	.....	.....
								4.40							
10	40	118.61	6 20	5 45	12 58	.....	.....	Shedden	.....	7 48	2 48	7 48	10 18	.....	P
								3.90							
15	64	114.71	6 30	5 52	1 06	.....	.....	Iona	.....	7 43	2 43	7 43	10 13	.....	P
								5.70							
15	67	109.01	6 45	6 01	1 18	.....	.....	Dutton	.....	7 32	2 32	7 32	10 02	W	D P
								6.68							
28		102.33	7 01	6 11	1 29	.....	.....	West Lorne	.....	7 21	2 21	7 21	9 51	.....	D P
			58					4.56				59			
14	125	97.77	**7 14**	6 20	1 37	.....	.....	Rodney	.....	7 14	2 14	**7 14**	9 44	.....	D P
								5.96							
12	67	91.81	7 24	6 28	1 47	.....	.....	Muirkirk	.....	7 05	2 05	7 05	9 35	.....	P
				52				7.76		57					
32	62	84.05	7 41	**6 50**	2 00	.....	.....	Ridgetown	.....	**6 50**	1 50	6 50	9 20	W	D P
								5.78							
	63	78.27	7 53	7 00	2 13	.....	.....	Wilkie	.....	6 38	1 38	6 38	9 08	.....	P
								3.57	PM						
140	108	74.70	8 20	7 15	2 40	.....	AM 8 00	BLENHEIM	7 45	6 30	1 30	6 30	9 00	WYC	D N
			54					3.94					59		
	61	70.76	**8 45**	7 25	2 48	.....	8 15	Cedar Springs	7 30	6 15	1 15	6 15	**8 45**	.....	P
								9.77							
17	64	61.00	8 59	7 39	3 07	.....	S 8 50	Merlin	S 7 05	6 02	1 02	6 02	8 32	W	D P
								3.40							
17	.....	57.60	9 06	7 44	3 13	.....	F 9 00	Glenwood	F 6 45	5 55	12 55	5 55	8 25	.....	.....
								4.72							
17	42	52.88	9 14	7 52	3 21	.....	S 9 20	Coatsworth	S 6 32	5 48	12 48	5 48	8 18	.....	P
								6.90							
14	125	45.98	9 24	8 02	3 30	.....	S 9 45	Wheatley	S 6 15	5 39	12 39	5 39	8 09	.....	D P
								8.03							
41	67	37.95	9 40	8 14	3 42	.....	S 10 45	Leamington	S 5 50	5 26	12 26	5 26	7 56	.....	D P
								M. C. R. Crossing							
								2.56							
58	24	35.39	9 47	8 22	3 49	.....	10 55	Viney	5 11	5 21	12 21	5 21	7 51	.....	P
								1.22							D P
11		34.17	9 52	8 26	3 53	.....	S 11 05	Ruthven	S 5 05	5 18	12 18	5 18	7 48		
								3.77							
30	62	30.40	10 01	8 33	4 01	.....	S 11 50	Kingsville	S 5 00	5 10	12 10	5 10	7 40	W	D P
							56	4.50			17				
10	.....	25.90	10 10	8 41	4 08	.....	F **12 02**	Arner	F 4 10	5 02	**12 02**	5 02	7 32	.....	.....
								4.80							D P
19	128	21.10	10 20	8 50	4 16	.....	S 12 30	Harrow	S 4 00	4 55	11 55	4 55	7 24		
								5.80							
12	.....	15.30	10 30	8 59	4 33	.....	12 40	New Canaan	3 30	4 40	11 40	4 40	7 10	W	P
								M. C. R. 2.01 Crossing		55					
	64	13.29	10 35	9 11	**4 36**	.....	12 45	McGregor	3 22	**4 36**	11 36	4 36	7 06	.....	P
								2.66							
12		10.63	10 41	9 15	4 41	.....	F 12 52	Paquette	F 3 16	4 31	11 31	4 31	7 01	.....	.....
								2.93							
10	.....	7.70	10 46	9 20	4 45	.....	F 12 59	Oldcastle	F 3 10	4 26	11 26	4 26	6 56	.....	.....
								M. C. R. Crossing 1.50 *Int'l'd*							
	65	6.20	10 50	9 24	4 48	.....	S 1 04	Pelton	S 3 05	4 22	11 22	4 22	6 52	.....	D N
								3.20							
								C. P. R. Crossing Interlocked							
34	95	3.00	11 00	9 30	5 05	.....	S 1 10	WALKERVILLE JCT.	S 2 55	4 15	11 15	4 15	6 45		D N
								Essex Terminal Interlocked							
								3.00							
210	.....	0.00	.....	.....	.....	.....	1 20	Ar. ... WALKERVILLE ... Lv.	2 45	.....	.....	.....	.....	CWT	D
							PM	3.01 from Jct.	PM						
			11 30	10 00	5 30	.....	.....	WINDSOR, C. P. R.	.....	4 00	11 00	4 00	6 30	CWT	D N
			PM	AM	AM					AM	AM	PM	PM		
			Daily	Daily	Daily		Daily Except Sunday		Daily Except Sunday	Daily	Daily	Daily	Daily		
			S. C. 5	B.D.M.1	B.D.C.1		Mixed Mail & Exp's.		Mixed Mail & Exp's.	C.D.F. 2	C.D.F. 6	M. S. 4	C.D.F. 4		
			59	57	55		17		18	52	56	58	54		

Eastward trains are of superior direction

Nos. 17 and 18 will stop on flag at Stevensons Saturday night and Monday morning.

Northward Trains — SARNIA AND ERIEAU SUBDIVISION NO. 2 — Southward Trains

45-ft. Car Room On Side Tracks	45-ft. Car Room On Passing T'ks.	Distance from Erieau	SECOND CLASS						SECOND CLASS					Location of Coal, Water, Turn Table, Wyes, Scales	Telegraph Stations
								19	Time Table No. 16 Sunday, April 9th, 1939 Eastern Standard Time	16					
								Mixed Mail & Exp's.		Mixed Mail & Exp's.					
								Daily Except Sunday	STATIONS	Daily Except Sunday					
									Lv..... ERIEAU .....Ar						P
220	.....	0.00						.....		.....				.....	
4	.....	3.30						.....	..... Shrewsbury	.....				.....	.....
								PM	5.10	AM					
140	108	8.40						8 15	..... BLENHEIM	7 25				WYC	D N
									4.34						
	55	12.74						S 8 25	..... Fargo	S 7 15				.....	D N P
									M C R C R'S. 3.45 Interlocked						
2	64	16.19						.....	..... Richardson	.....				.....	.....
									C N R C R'S. 3.10 Interlocked						
								8 40	..... CHATHAM	7 00				CWY	D N
266	67	19.29						PM	*C P R C R'S'G 5.09 Interlocked*	AM					
4	.....	24.38						.....	..... Darrell	.....				.....	.....
									1.62						
10	58	26.00						.....	..... Eberts	.....				.....	P
									3.30						
5	.....	29.30						.....	..... Ennett	.....				.....	.....
									2.31						
80	30	31.61						.....	..... Dresden	.....				.....	D P
									4.89						
10	64	36.50						.....	..... Tupperville	.....				.....	D P
									5.82						
64	55	42.32						.....	..... Wallaceburg	.....				W	D P
									5.48						
.....	18	47.80						.....	..... Whitebread	.....				.....	.....
									2.80						
13	46	50.60						.....	..... Port Lambton	.....				.....	P
									4.00						
18	64	54.60						.....	..... Sombra	.....				.....	P
									3.99						
6	.....	58.59						.....	..... Watson	.....				.....	.....
									3.24						
.....	.....	61.83						.....	..... M. C. Junction.....	.....				.....	.....
									M. C. R. 0.48 Crossing						
24	20	62.31						.....	..... Courtright.....	.....				.....	P
									1.29						
.....	.....	63.60						.....	..... Mooretown.....	.....				.....	.....
									3.70						
6	56	67.30						.....	..... Corunna	.....				.....	.....
									4.95						
130	.....	72.25						.....	Ar..... SARNIA .....Lv.	.....				CWT	D P
								Daily Except Sunday		Daily Except Sunday					
								19		16					

Southward trains are of superior direction.

Nos. 16 and 19 will stop at C. N. R. Tower Chatham for Passengers.

C. N. R. Tower Chatham is a continuous train order office.

Local north—leave Chatham 9.00 a.m. daily excepting Sunday—for Sarnia.
Local south—leave Sarnia 5.30 p.m. daily excepting Sunday—for Chatham.

SUB-DIVISION NO. 1

No. 52—CDF2.	Due to leave	St.	Thomas	8.30	a.m.	Montrose	12.01 p.m.	12.30 p.m.	Arrive	East	Buffalo	2.30 p.m.
No. 56—CDF6.	"	"	"	"	"	3.30 p.m.	"	7.45 p.m.-8-15 p.m.	"	"	"	10.30 p.m.
No. 58—MS4.	"	"	"	"	"	8.30 p.m.	"	1.00 a.m.-1.30 a.m.	"	"	"	3.30 a.m.
No. 54—CDF4.	"	"	"	"	"	11.00 p.m.	"	3.30 a.m.-4.00 a.m.	"	"	"	6.00 a.m.
No. 59—SC5.	Due to leave	East	Buffalo	12.01 p.m.	"	1.45 p.m.-2.15 p.m.	Arrive	St.	Thomas	5.45 p.m.
No. 55—BDC1.	"	"	"	"	"	6.30 p.m.	"	8.30 p.m.-9.00 p.m.	"	"	"	12.30 a.m.
No. 57—BDM1.	"	"	"	"	"	11.00 p.m.	"	1.00 a.m.-1.30 a.m.	"	"	"	5.00 a.m.

SPECIAL INSTRUCTIONS

(1) Superiority of Trains.
Southward and eastward trains are of superior direction. No train or engine will operate on main line between Talbot Yard and St. Thomas Jct. without obtaining verbal permission from the Dispatcher or Chief Dispatcher.

The schedule time shown for all trains at all stations applies to the depot.

(2) Normal Position, Train Order Signal.
Rule 221a, page 49 in the Book of Rules, will govern on Sub-Divisions 1 and 2.

(3) Operator Examine Train Order Signal.
Upon approach of trains, Operators must examine train order signals and know that lights are burning properly.

(4) Signal for 19 Order and its Location.
See Rule 221a.

(5) Colored Signals.
As provided in book of rules. Red — stop. Green — proceed. Yellow — proceed with caution.

(6) Trains Protected.
All except first and second class trains will approach fuel and water stations and pass through all station limits under control, unless the switches are seen to be right and the track clear. This will not relieve trainmen from protecting in accordance with rules.

(7) Standard Clocks.
Standard clocks are located as follows: Telegraph offices, Blenheim, Walkerville, St. Thomas, Sarnia, Windsor C. P. R.

(8) Register Stations.
Register stations are printed in full face type.

(9) Other Registering Points.
Stations at which trains start and terminate are registering points for such trains.

(10) Location of General Order Books and General Notice Boards.
At Blenheim, St. Thomas, Sarnia, Chatham, Walkerville and Suspension Bridge, also at each of the engine houses, St. Thomas, Chatham and Sarnia.

(11) Speed Restrictions.
Trains handling locomotive cranes, clam shells, steam shovels or similar pivoting machinery on their own wheels, must not exceed speed of twenty miles per hour.

Conductors when asking for orders will advise Dispatcher if they have machines in the train requiring a speed of twenty miles per hour.

All trains handling loaded or empty self-clearing hopper cars will not exceed thirty miles per hour, and west of Blenheim N. & W. cars of this type will be handled on mixed trains only.

Conductor will notify Dispatcher and Engineer when handling this class of equipment and both Conductor and Engineer will be held responsible for the observance of these restrictions.

LIMITS	Maximum Speed Miles Per Hour All Trains
Sub-Division No. 1, except as noted below	40
Between Walkerville Jct. and Pelton	30
Between Arner and 1¼ miles west of Blenheim Tower	50
Between 1¼ miles west of Blenheim Tower and 1 mile east of Blenheim	30
Curve west of Harrow Depot	30
Curve west of Ruthven Depot	30
Curve east of Kingsville Depot	30
Entering, passing through or leaving passing track	10
Steam derrick, straight track	30
Steam derrick, on curves	20
Switch engines in road movement	20
Engines backing up, straight track	25
Engines backing up, on curves	15
St. Thomas Yard Limits	10
St. Thomas Kettle Creek Bridge	6
St. Thomas Gravel Road crossing	6
Blenheim Yard Limits	10
Walkerville Yard Limits	10
Sub-Division No. 2, except as noted below	30
Between Blenheim and Erieau	20
Chatham Yard Limits	10
Wallaceburg Yard Limits	10
First Highway north of Courtright Station	15
Sarnia Yard Limits	10

(12) Joint Tracks.
All trains while using C. P. R. track between Walkerville Junction and Windsor and L. & P. S. tracks between St. Thomas Junction and M. C. R. wye will be governed by the rules and regulations of these Companies. Train and enginemen must provide and familiarize themselves with a copy of C. P. R. and L. & P. S. current time cards for these sections and handle our trains strictly in accordance with the same. Time Tables can be obtained by applying to operator at Walkerville Junction and St. Thomas.

(13) Yard Limits.
Walkerville—Walkerville station to 2600 feet east of east switch, Walkerville Junction.

Chatham—Extends 1,000 feet south of the south switch at the Cemetery Siding to 1,000 feet north of the north switch of the Basin Siding.

Wallaceburg—Extends 900 feet south of the switch at the Cooperage Co. siding to 900 feet north of the north switch at the Glass Works.

Sarnia—Extends 2,500 feet south of the south switch.

St. Thomas—Extends 2,500 feet west of west lead switch at Talbot.

Blenheim—Extends 1,700 feet east of east switch at Coal Dock and 1,700 feet west of west wye switch and 1,700 feet north of north switch north siding.

Erieau—Extends 600 feet north of north switch.

(14) Railroad Crossings.
The Canadian law requires all trains to stop not less than 200 feet and not more than 800 feet from railroad crossing at grade not protected by interlocking before crossing same.

Blenheim interlocking plant has been discontinued. All switches are equipped with hand throw switch stands. The westbound and eastbound home signals on the main line are located 420 feet from the crossing. On the Erieau-Sarnia branch line, the southward and northward signals are located 90 feet from the crossing. There will be no derails on the main line. Derails are located on the Erieau-Sarnia line 80 feet both sides of crossing. A time interval of one (1) minute is to be allowed between the placing of the home signals on the main line at "stop" and the throwing of derails, and home signals on the Erieau-Sarnia line, and all trains on main line must approach home signals prepared to stop before reaching signal if it is in stop position. If home signal is clear, they may proceed at a speed not exceeding ten (10) miles an hour over the crossing without stopping. All trains on the Erieau-Sarnia branch will come to a stop at the home signal before crossing.

All trains operating on Sub-Division No. 1 will be governed by Train Order signal indications at Blenheim Station.

No trains from Sub-Division No. 2 will enter on Sub-Division No. 1 at Blenheim Tower until permission has been received from Dispatcher on duty and for this purpose, Dispatcher's telephone has been installed in a box on post on west side of track at north end of east wye switch, Blenheim Jct.

Courtright—Signals at diamond crossing will be left set for the Michigan Central; Pere Marquette trains will come to a full stop before crossing and handle their own signals, and after train has passed, signals to be reset for the Michigan Central.

STATION	Railroad Crossed	Character of Signal	Signal indication permitting P. M. trains to cross
Walkerville	Essex Term. R. R.	Interlocking	Arm Vertical
" Seminole St.	Hydro-Electric	Interlocking	Arm Vertical
Walkerville Jct.	Can. Pac. Ry.	Interlocking	Arm Vertical
Pelton	Mich. Cent. R. R.	Interlocking	Color Light Signal
McGregor	Mich. Cent. R. R.	Interlocking	Color Light Signal
Leamington	Mich. Cent. R. R.	Interlocking	Color Light Signal
Blenheim	P. M. Sub-Div. 1 & 2	Semaphore	
Fargo	Mich Cent. R. R.	Interlocking	Arm Vertical
Chatham	Can. Nat. Ry.	Interlocking	Arm Vertical
Chatham	Can. Pac. Ry.	Interlocking	Arm Vertical
Courtright Jct.	Mich Cent. R. R.	Semaphore	

(15) Highway Crossing Protection.
Public Crossings in no case must be blocked longer than five minutes. When it is necessary to cut train to permit highway traffic to cross, trainman making the cut will remain at the crossing and protect it until train is re-coupled.

When setting out cars or with trains on sidings or other tracks, care must be taken to see that openings at crossings are sufficient to afford proper view, preferably not less than sixty feet from either side of highway boundary or sidewalk line.

No car or train shall be permitted to stand within track circuits of flashlights, wigwag or other crossing signals for a greater length of time than is absolutely necessary.

When switching movements are made over crossing protected by automatic main line circuit flashlights, wig wags or other electric signals, a member of the train crew must be on the ground at the crossing to warn traffic before movement is made. This includes the movement of the engine over the crossing either before, during, or after the switching movements take place. The following crossings to be protected as above:

Walkerville—Huron St., Seminole St., Tecumseh Road.
Pelton—No. 2-A Highway.
1 Mile West of Pelton—No. 2 Highway.
Oldcastle—No. 3 Highway.
Harrow—Queen Street.
1½ Miles West of Kingsville—No. 18 Highway.
Kingsville—Division Street, and Lansdowne Avenue.
¾ Mile East of Kingsville—No. 18 Highway.
Ruthven—No. 3 Highway.
Leamington—Elliott Street, Hazelton Street, and Erie Street.
Merlin—Street crossing east of depot.
Bleinheim—Gravel road.
Ridgetown—Erie Street, and Victoria Street.
Highgate—King Street.
Muirkirk—St. Andrew's Road.

Rodney—Furnival Road.

West Lorne—Graham Street.

Dutton—Main Street.

Iona—Highway west of Station.

Shedden—No. 3 Highway.

Chatham—Park Street, Grande Avenue, and Colborne Street, on track to and from Freight House.

Eberts—Concession Road.

The following crossings, not protected by automatic main line flash-lights, wig wags or other electric signals, must be protected as above by member of train crew on the ground at the crossing:

Blenheim—Chatham Street crossing east of Depot.

St. Thomas—Gravel Road crossing.

Wallaceburg—Murray Street crossing, and cars must be kept back 125 feet from each side of crossing.

St. Thomas—All trains must flag over Centre Street crossing.

When a train or engine passes over any highway crossing protected by automatic signal or automatic gates, it will be necessary before making a reverse movement over the crossing, for a member of the train crew to protect the same.

Push buttons operating cut-out devices have been installed in connection with electric crossing protection at Dutton, West Lorne and Rodney.

Push the button marked "A" to stop signals operating.

Push the button marked "B" to start signals operating.

Push the button marked "B" and hold in to operate signals for back-up movement, over crossing.

Ridgetown—When taking water Highway crossings at Erie Street and Victoria Avenues must not be blocked.

Leamington—When two trains meet and westbound is in Passing track, the west switch must not be opened until eastbound train is outside of the bonded circuit, also when doubling hill and rear portion of train is left in passing track, same must be left clear of the bonded circuit so wigwag and bell will not be operating.

(16) Engines Separated Over Bridges.

Engines coupled together must not be allowed to cross—
Kettle Creek bridge, St. Thomas.
Sydenham River bridge, Wallaceburg.

(17) Drawbridges.

Wallaceburg, Sydenham River. Speed of trains must be reduced to four miles per hour in crossing.

The drawbridge at Wallaceburg is protected by interlocking signals and derails. These derails are connected with the bridge-draw. The derail on the north is 350 feet from the draw, and the one on the south 400 feet from the draw. These derails are protected by two-position forty-five degree semaphore placed on right-hand side of the track, fifty-five feet in front of each derail.

The semaphores will show red or yellow light at night.

All trains must come to a full stop before passing signal and wait until signal shows clear. Also wait for a hand signal from the bridge tender when on duty, before proceeding.

(18) Normal Position of Switches.

All inside switches must be set for straight track.

(19) Prepaid Stations. Middlemarch, Shedden, Iona, Muirkirk, Highgate, Cedar Springs, Sandison, Ouvry, Glenwood, Stevenson, Renwick, Arner, New Canaan, Paquette, Oldcastle, Shrewsbury, Richardson, Darrell, Eberts, Ennetts, Whitebread, Port Lambton, Sombra, Watson, Courtright, Mooretown, Corunna.

Conductors when unloading freight at prepaid stations must check each item as billed, sign their name and show date on each bill. If any short, over, or damaged, so state.

(20) Miscellaneous.

Rule 19—In Book of Rules of Operating Department, modiffed as follows:

Unlighted marker lamps instead of green flags will be displayed, one on each side of rear of train, by day to indicate the rear of train.

Rule 19-a—As written in Book of Rules of Operating Department, is hereby cancelled.

Handling Explosives—The Board of Transport Commissioners for Canada have issued the following order covering the handling of explosives:

A.—A car containing a shipment of explosives (not exceeding 1,000 lbs.) may be hauled, provided the said car be so placed in the train that not less than three freight cars are between it and the car carrying passengers, and not less than one freight car between it and the locomotive hauling the train.

B.—A car containing a shipment of explosives exceeding 1,000 lbs. may be hauled, the said car to be so placed in the train that not less than five freight cars are between it and the locomotive hauling the train.

C.—Provided further that should there be two or more cars containing explosives at any time, a special train must be run to carry such shipments over the branch or mixed train run.

D.—Whenever it is practicable to do so, cars containing explosives must be placed between freight cars not bearing "Acid" or "Inflammable" placards. Cars containing explosives must have air and hand brakes in service.

By night or in foggy or stormy weather, a red light must be placed on unattended cars or dead engines obstructing main tracks within yard limits.

Scale test cars will be handled only in slow or local freight and mixed trains, which trains must not exceed thirty miles an hour when handling such cars. On freight trains these cars will be handled next ahead of caboose and on mixed trains next ahead of passenger equipment.

O—track scale. W—water. C—coal. Y—wye. T—turn table. P—Telephone.

Passengers will not be permitted to ride, and baggage will not be carried, on freight trains. Passenger and baggage may be carried on trains designated as mixed trains.

The officers of this Company direct that the Time Table, Book of Rules, General Orders and General Notices must be rigidly observed, and the claim of customary practice at variance therewith will not be accepted as an excuse for violation.

It is the conductor's duty to know he has a fully equipped first aid kit on his train. He must report to Superintendent when any material is used out of his kit and reason for same.

Passing tracks must not be blocked without getting authority from Chief Dispatcher.

No. 18 will head around the west wye, Blenheim Jct., and back down to the Station, then when ready to leave for Chatham, head out through No. 1 track for Chatham. If the Operator is not on duty, set home signal on main line, red, against eastbound trains until clear of the main line at Blenheim Jct. Westbound movement will be handled likewise, head in from Chatham and when ready, go back No. 1 track, protecting yourself at the Junction, then head out the west wye.

St. Thomas to Chatham Local will protect itself in the same manner, also the Erieau coal run, should they have occasion to come down into Blenheim.

CDF-4 will reduce speed passing Blenheim Station to six miles per hour so the mail for St. Thomas can be delivered to caboose.

At Talbot Yard when crew of eastbound train places caboose and D. L. & W. cars on Main Track so as to intercept view of blue signal, a trainman will protect carmen at that point until inspection is completed and blue signal is removed.

Wig wag signals installed by C. P. R. at Princess and Colborne Streets, Chatham, are manually operated from C. P. R. Tower by Leverman.

Westbound movements into our freight shed will be indicated to the Leverman by track circuits. On the eastbound movement from the shed, trainmen will be governed by the following instructions:

When crews have completed their work at the freight shed, and wish to mov east over Colborne Street, a member of the crew must open door of control box located at the first switch west of Colborne Street, to start wig wag, and it will then continue to operate until the door is again closed.

Not more than one man will be permitted to ride on the leading footboard of pilot of engine while in switching service. His position on the footboard must be outside of the rail. While making movements through yard or between yards no one will be permitted to ride on the leading footboard or pilot.

Switch lights have been discontinued between Walkerville Junction and Walkerville Station excepting that lights in connection with C. P. R. interlocker at Walkerville Jct. and Essex Terminal Interlocker, Walkerville, will be maintained.

Rule 3, page 13, Book of Rules has been amended by striking out the words (two weeks) from second line of the second paragraph of clause three on page 13, substituting therefor the word (month) and this comparison will be made between the 10th and 20th of each month.

The following instructions will govern the use of hand, flag and lamp signals, when practicable, by the following employees: trainmen, enginemen, switchmen, operators, sectionmen and others concerned, who will observe passing trains for defects, as indicated below. Should such signals given by the above-mentioned employees not be acknowledged, then employee giving such signal must report either by telephone or telegraph to the dispatcher.

	Manner of Use	Indication
By Day:	Nose held with right hand and left hand pointed toward track.	Hot journal.
By Night:	Lamp swung vertically in small circle, lamp to be held by guard wire around the globe.	Hot journal.
By Day:	Raise and lower right hand slowly full length of body.	Car door swinging or about to fall.
By Night:	Raise and lower lamp slowly full length of body and in addition give stop signal.	Car door swinging or about to fall.
By Day:	Hand shoved in sliding motion out from body.	Brakes sticking.
By Night:	Lamp shoved in sliding motion out from body.	Brakes sticking.
By Day:	Hand raised and held stationary.	All right.
By Night:	Proceed signal.	All right.

(21) Rule 14 (L), page 19, Book of Rules, is modified as follows: Two long, one short and one long blast of the whistle starting at whistling post and last long blast held until crossing is reached.

(22) Automatic Train Stop Control.

Automatic Train Stop equipment has been installed on M. C. R. joint track. Enginemen operating over this territory will familiarize themselves with and be governed by instructions issued by the Michigan Central R. R. as to the handling of the train stop equipment.

Inductors have been placed St. Thomas, Lehigh Valley and Erie Yards for testing purposes and enginemen are required to know by actual test if

Automatic Train Stop equipment is working properly before leaving these terminals.

(23) Illustration Color Light Signals Pelton, McGregor and Leamington.

All signals are color light signals giving standard indications: Red—Stop; Yellow—Caution; and Green—Clear.

Home signals are two light signals. Upper lights are semi-automatic signals and when yellow indicate that the route is clear over the interlocking and that the track is clear to the opposing distant signal.

Distant signals are one light signals: Red—Stop. After stopping, trains may proceed under control expecting to find the track broken or obstructed. Yellow—Caution. Proceed prepared to stop at home signal. Green—Proceed.

(24) Spring Switches.

West lead switch to main line—Talbot Yard.

Normal position is for main track. Movement from diverging route through this switch may be made without lining switch stand from main track. A reverse movement can not be made over switch until entire train has pulled clear of switch. Movement from the Main track to diverging route may be made by operating switch by hand, but care must be taken to know that switch points are properly set.

Signal protecting switch is in advance of switch location. When yellow light shows, it indicates switch is set for main track movement. When red light shows, all trains must stop and not proceed over switch before knowing that same is in proper position.

(25) Dimming Headlights.

(a) In yards where yard engines are employed.

(b) At meeting points or when standing on passing tracks.

(c) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.

(d) When standing.

(e) On two or more tracks when approaching trains running in opposite directions.

(f) When closing up close behind trains ahead.

(g) Headlights must be kept lighted when running during fog in day hours.

(26) Location Despatcher's Telephone—Sub-Division No. 1.

Talbot Yard Office and booth west end of yard.
Shedden—Booth opposite west switch passing track.
Iona—Waiting room.
Dutton—Waiting room.
West Lorne—Waiting room.
Rodney—Waiting room. Booth west switch passing track.
Muirkirk—Booth east end switch passing track.
Ridgetown—Waiting room.
Wilkie—Booth 500 feet west of East Passing track switch.
Cedar Springs—Booth east end of passing track.
Merlin—Waiting room.
Coatsworth—Waiting room.
Wheatley—Waiting room. Booth west switch passing track.
Leamington—Waiting room. Shelter box at diamond.
Viney—Shelter box 500 feet east overhead bridge.
Ruthven—Waiting room.
Kingsville—Waiting room.
Harrow—Waiting room.
New Canaan—Booth at water tank.
McGregor—Shelter box at diamond.
Walkerville Jct.—Shelter box 300 feet south Third Concession.

Sub-Division No. 2.

Erieau—Waiting room.
Blenheim Jct.—Shelter box east wye switch, west side of track.
Fargo—Tower (M. C. R.).
Chatham—Booth north end south yard at No. 3 switch. Roundhouse. Tower (C. N. R.). Tower (C. P. R.).
Eberts—Waiting room.
Dresden—Waiting room.
Tupperville—Waiting room.
Wallaceburg—Waiting room. Bridge tender's shelter.
Port Lambton—Freight shed.
Sombra—Freight shed.
Courtright—Shelter box opposite Section Tool house.
Sarnia—Roundhouse.

BUSINESS TRACKS NOT OTHERWISE SHOWN

Miles from Walkerville	STATION	Long Car Room on Side Track	LOCATION
16.74	Fosters	13	1.43 miles east New Canaan
50.61	Renwick	13	4.56 miles east Wheatley.
55.14	Stevenson	8	2.26 miles east Coatsworth.
64.60	Ouvry	5	10.11 miles west Blenheim.
66.41	Sandison	6	8.30 miles west Blenheim.
69.26	Jenners	5	5.44 miles west of Blenheim.
89.56	Highgate	14	5.50 miles east Ridgetown.
95.60	Blacks	3	3.75 miles east Muirkirk.
Miles from Ericau			
46.32	Clancys	10	4.0 miles north Wallaceburg.
1.80	Fertilizer Spur	5	6.6 miles south of Blenheim.

TRAIN ORDER OFFICES NOT CONTINUOUS ARE OPEN THE FOLLOWING HOURS, EXCEPT SUNDAYS

Dutton	8.00 a. m. to 5.00 p. m.
West Lorne	8.00 a. m. to 5.00 p. m.
Rodney	8.00 a. m. to 5.00 p. m.
Ridgetown	8.00 a. m. to 5.00 p. m.
Blenheim	8.00 a.m. to 12 midnight
Merlin	8.45 a. m. to 5.45 p. m.
Wheatley	8.00 a. m. to 5.00 p. m.
Leamington	9.00 a. m. to 6.00 p. m.
Ruthven	8.00 a. m. to 5.00 p. m.
Kingsville	8.00 a. m. to 5.00 p. m.
Harrow	8.00 a. m. to 5.00 p. m.
Walkerville	8.15 a. m. to 5.15 p. m.
Chatham Freight	8.00 a. m. to 5.00 p. m.
Dresden	8.00 a. m. to 5.00 p. m.
Tupperville	8.00 a. m. to 5.00 p. m.
Wallaceburg	9.00 a. m. to 6.00 p. m.
Sarnia	9.00 a. m. to 6.00 p. m.

COMPANY'S SURGEONS

Place	Name of Doctor	Office		Residence	
ST. THOMAS	D. L. Ewin	727 Talbot St.	Ph. 428	727 Talbot St.	Ph. 428
RIDGETOWN	D. Marr	39 Main St. E.	Ph. 33w	37 Main St. E.	Ph. 33j
BLENHEIM	C. B. Langford	Cor. George and McGregor Sts.	Ph. 8w	Cor. George and McGregor Sts.	Ph. 8j
KINGSVILLE	Douglas I. Snider	25 Division St.	Ph. 20	25 Division St.	Ph. 20
LEAMINGTON	E. K. Lyon	Dominion Bank Bldg.	Ph. 72w		Ph. 72j
WALKERVILLE	Jas. Young	Canada Bldg., Ouellette Av, Windsor	Ph. 3-5533	1300 Ouellette Ave.	Ph. 3-5533
CHATHAM	J. S. Ferguson	47 King St. West	Ph. 39	522 King St. West	Ph. 2724
WALLACEBURG	H. A. Taylor	Wallaceburg	Ph. 181J & w	Wallaceburg	Ph. 181j & w
SARNIA	W.Douglas Logie	118 So. Christina St.	Ph. 65	118 So. Christina St.	Ph. 65
BUFFALO	D. C. O'Connor	373 Elmwood Ave.	Grant 6706	373 Elmwood Ave.	Grant 6706
BUFFALO	M. J. Downey	852 Seneca St.	Washington 3158	2142 Main St.	Parkside 5331
TONAWANDA	H. C. Fairbanks	43 Delaware St.	Tonawanda 764	43 Delaware St.	Tonawanda 764
NIAGARA FALLS, N. Y.	W. Lewis Wilson	United Office	Niagara Falls 137	617 Buffalo Ave.	Niagara Falls 2273
NIAGARA FALLS, ONT.	S. McCallum	461 Huron St.	Ph. 103	461 Huron St.	Ph. 103

CHARLES SMALE,
Train Master and Road Foreman of Engines
St. Thomas, Ont.

JNO. BENJAFIELD,
Chief Train Dispatcher,
St. Thomas, Ont.

G. A. PROUSE,
Night Chief Dispatcher,
St. Thomas, Ont.